

THE NATIONAL

Falcon NEWS

THE MAGAZINE OF THE FALCON CLUB OF AMERICA

THIRD QUARTER

JULY 2021



1963 TWO-DOOR SEDAN
NICK MARAVELL
GREENLAWN, NEW YORK

ON THE COVER

Nick Maravell (FCA #5455) of Greenlawn, New York joined the Falcon Club of America in the early '90s. He has now had his Falcon for almost thirty years. His 1963 Tudor graced our first all online magazine cover, and now highlighted on our first quarterly printed version.

Nick sent us the original suggestion to include a Falcon calendar in the magazine, which we've incorporated into the online edition and also on the back cover of this quarterly printed version. We are considering including a 2022 calendar in the January 2022 printed edition. Let us know what you think and send in your high resolution photos if you'd like your car to be considered for the calendar and magazine.

The monthly magazine continues to be offered online in a more readable format for your phones and iPads. This printed issue contains articles from previous online issues, in case you've missed those, as well as new ones from the July online issue. Please send comments, suggestions, articles, and photos to editor@falconclub.com.

To access the online magazine, technical articles, and membership directory, use password FCA1979!

IMPORTANT MEMBERSHIP INFORMATION

The link to the monthly online magazine on the website at falconclub.com is password protected and you must enter, when requested, the underlined password shown above to access the online edition.

For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—please contact membership@falconclub.com. To place a classified ad, email editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

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THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.



Jim Guthrie
FCA President

PRESIDENT'S MESSAGE

With this restart of the printed National Falcon News we begin a new era. It will now be published quarterly in July, October, January and April. It will be 32 pages in color with

more technical articles and Falcon features and it will recapture some information presented in the two months prior from the online magazine which will continue to be monthly. Please submit articles, photos, information to our magazine editor at editor@falconclub.com for publication.

Speaking of restarts, yesterday my home in the Kansas City area reached 90 degrees for the first time since last October and it felt pretty good. These days seem to be filling up with "first since _____"; you fill in the blank. The news reported that some folks that married last year are marrying again this year with all the family and friends present as they had originally intended. It would appear that normal is just about back and with good safety and health practices, we can resume the activities we enjoy with each other.

It is time to restart those monthly chapter meetings, to begin thinking about hosting a regional meet, a show-n-shine, a swap meet, or an FCA National Meet. Think about it, Dallas is just a few days away and 2022 will be here before you know it. I want to thank the Heart of Texas Chapter for hosting and doing all the hard work in an uncertain time, and I want to acknowledge and thank the

Ohio Valley Chapter once again for all their efforts last year. I hope they will consider hosting in the near future.

I want to remind you that we will be considering some By-Laws proposals at the Business Meeting on Saturday; I encourage you to read up on them in advance. They're published in the June and July online magazines.

We will be holding elections for officers including two members of the Board of Directors. I want to acknowledge and thank Directors Dick Harrington and Mike Sigler for their invaluable contributions of time and innovation to the Board. You will be missed.

We are looking for a Recording Secretary. If you have any interest, the Club needs you. Please let me know.

Finally, look over your magazine from cover to cover. Check out the articles, features, and general information. If you have an idea for something more share it with me or with our editor. This is your magazine and this is your restart.

I hope to see you in Dallas and I thank you for being a part of the Falcon Family. Be safe and healthy, and be sure to bring a youngster along for the ride. The future depends on it.

Jim Guthrie (FCA #12897)
guthriejasr@gmail.com • 816-288-7469

P.S. Please check the Membership Roster on the website and make certain we have your correct phone number, street address and e-mail address.

IT'S RACE TIME!

BUY ONE OR BUILD YOUR OWN VALVE COVER RACE CAR AND JOIN IN THE FUN AT NATIONALS

Hey all you Falcon Lovers, remember it is time to start your planning on the Valve Cover Races. Each year for as long as I can remember this event has attracted both the young and young at heart with a competitive spirit to compete.

As in the past there will be classes for youth, women, men, and chapters. You can bring your racer from past years or build a new one at the show. While some valve covers are normally available at the show it is recommended that you bring your own to build. The hosting chapter will provide up to 24 kits and some tools to do the build. And the same valve cover can be raced in all of the classes as long as the driver's meet the requirements of the class.

The rules, kit specifications and assembly instructions are provided on the FCA website. Go to Events, under Events select Meeting Planning Guide, then select Valve Cover Race Rules.

This is intended to be a Fun, Friendly, Family style event; hope to see you there.

–Steve Springer





NEW FCA CHAPTER FORMING IN SOUTH WEST FLORIDA

A new Chapter is being formed in the South West Florida (SWFL) area. Any Falcon Club member that is interested in joining or just to receive information can contact Ray Chevalier (FCA #3076) at Snoopysdad@hotmail.com or 239-848-1278.

The exact area of coverage has not yet been determined and may depend on interest.

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PROJECT LOTTIE

ADAPTED FROM THE POSTS OF
BRIAN AND DONNA MICHAELIS

Sometimes you happen on a story that tells the meticulous workmanship of a rebuild in pictures. This 1963 Falcon convertible project is one of those stories. Brian and Donna Michaelis (FCA #16384) of Omaha, Nebraska have saved and restored a car headed to a parts heap, and made it into a beautiful show-worthy classic vehicle. Side-by-side this couple, members of the Beef State Chapter, worked with precision to make this car into exactly what they wanted it to be—Donna's dream car. They are good storytellers and the photos explain so much of the detail.



"The Falcon was essentially a parts car. Unfortunately it was very rusty. Donna Michaelis and I replaced the inner rockers, torque boxes, transmission upper cross-member, under seat brace, rear frame rails, full floor pan, new front suspension, new steering, new front disc brakes, rebuilt the rear end with posi, new leaf springs, new gas tank and fuel lines, new



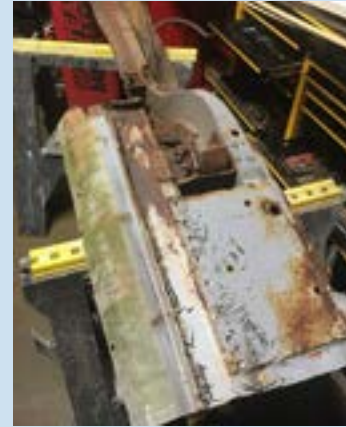
brake lines and dual master cylinder, new five-lug wheels and tires—all this in about nine months.

The car sat for 13 years previous to us buying the car. Actually it sat much longer than that but the motor was rebuilt in 2006. The car was very special to the previous owner and it's now very special to us as well. We saved another one, and that makes me happy." —Brian





8" rear end and V8 spindles are from Jay Bo. Housing already stripped and ready for epoxy primer. Center section is getting 3.50 gears and a posi. Spindles already broken down and ready for blasting and paint as well as a disc brake kit.



Drilled some spot welds on the rear frame rails.



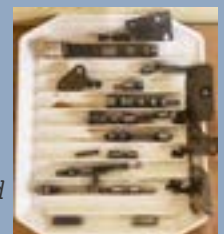
We're finishing the inner rockers. I cut the front sub frame rails and trans crossmember off,. Weird, the passenger side front rail looks good, clean it up and paint it. The driver's side however needs work, I'll leave it at that. Time to make something or buy something.



"Our winter project of converting Lottie, our 1963 convertible to a V8—we built the engine and transmission ourselves. Lots of fun time together and a few stressful times but we got it done and she sure runs great!"

HANDY TIP

Who knew? A bacon cooker makes a great tray to hold all the valves and springs to keep them in order and from rolling around.



"The C4 transmission is completed. We gapped the piston rings as well as slipped them on the pistons. Then we cleaned the crank and dropped it in and torqued it down. Five thou of crank end play is just perfect. Soon we will have all the pistons in.



Another fun day with Donna. It's starting to look like a motor. Once the intake goes on everything will get a couple coats of acrylic enamel black. We will push the car outside so we can scrub the engine bay down.

It's in!



Hats off to Brian and Donna on a job well done! Thanks for sharing your story with us. We look forward to meeting Lottie at a Regional or National.

Finished! We took Lottie out for Easter with some family—Omaha to Grand Island to Minden, about 400 miles."



BUILD SPECS;

1965 289 block bored 30 and decked

Flat top truck pistons

302 crank

ARP Rod bolts

Comp roller cam, 260 duration and 480 lift

GT 40 heads, new guides and crane springs

Stock ford iron four-barrel manifold

Autolite 4100 carburetor

Stock C4

Hughes 2500 stall converter

All wrapped in a stock looking 260 package



Lottie and Donna Michaelis won Best Survivor at the Bennington car show!

"She always gets lots of admirers at the shows."

**"WE LOVE THIS LITTLE CAR
AND I'M SO HAPPY WE
DECIDED TO SAVE HER."**



UPCOMING EVENTS

July 7-10, 2021

2021 FALCON NATIONALS

Irving, Texas

Hosted by Heart of Texas Chapter



August 20–21, 2021

Northeast Regional Meet

Warwick, Rhode Island

Hosted by Northeast Chapter

September, 2022

Keystone Regional

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

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MY 1965 RANCHERO

BY GARY WILLIAMS

I am 81 years old and not computer savvy like many others so, like many others, I was saddened that I wouldn't be receiving a printed magazine. But I wanted to get my accomplishment down in writing. I am a retired fire-fighter with the U.S. Forest Services who is enjoying my 1965 Ranchero and a 16-time record holding C-4 289 powered Comet that I've been running since 1975. If only Ford would have built a 210 horsepower 289 Falcon, I would have built one of those, but instead I went with the Comet.

I purchased my Ranchero from the original owner's family in 2000 and it sat for two years before I found the time to start the restoration. In 2002 I took the Ranchero to my brother's shop, Medic 1 Automotive in Reno, Nevada. There we pulled the motor and all the suspension for a complete re-build. We scraped, cleaned, and sanded the underside and painted it.

The C-4 transmission was taken to my friend and fellow drag racer Len Schweider for his "special touch" re-build while the 289 was being built by another close friend, Tony Hewes of Hewes Performance Machine, which is also in Reno. Two weeks after we started, the Ranchero was a driver!

Back in my shop in Mariposa, California, the body work started. I worked on the Ranchero when I could but it was so



much fun to drive that I didn't want to dismantle the body to get really serious about finishing it. In 2008 I parked it and removed the front end, doors, and tailgate, and got serious about finishing the body. Along came the Pacific Regional in Sacramento. I wanted to attend it so badly that I put it back together and drove it 100 miles to the show.

I finally got the Ranchero finished and back on the road this August. The paint on the front end and interior were done by me. The body and the bedliner were done by Mariposa Auto Body.

The 289 Motor Sports Autolite 4100 carburetor sits atop an Edelbrock manifold, stock ported heads with TRW valves and Comp Cams roller rockers. The cam is by Comp Cams and the cylinders are filled with .030 over TRW pistons connected to stock shot peened rods and a stock crank. The rotating assembly was balanced, the Valvoline oil is held in by a Moroso seven-quart pan, the exhaust is handled by Hedman headers and is routed through Flowmaster mufflers.

The Ranchero rides on Cragar Street Star wheels. The eight-inch differential holds 3:80 gears with a traction lock and wheel hop is taken care of with a set of vintage (1970) Cool Fuel traction bars.

The interior kit is from Dearborn Classics. One note on this is when I tried to install the seat covers, I found out the Ranchero was ordered with Comet bucket seats!

It has taken me 18 years to finish my 1965 Ranchero, and now there are no car shows to go to. I'm disappointed at the cancellation of the Pacific Regional in Sacramento as I was so looking forward to it and was pushing to finish the restoration so I could attend. But, that's it for now. Hope to see you all some time soon when the shows are back.

—Gary Williams (FCA #13818)
Mariposa, California



September 2009 when the Ranchero was put back together in time for the Pacific Regional.



My 16-time record holding C-4 289 powered 1964 Comet I've been running since 1975.

OWNER FALLS FOR A FALCON— TWICE

BY VERN PARKER

From the *Democrat and Chronicle*, November 29, 2000
Submitted by Bob Karpenko (FCA #994), Erie Canal Chapter

When the warranty plate on the rear face of the left front door panel of your automobile reads 71DM8515E3455 and is followed by 3H26U217366, you undoubtedly know what it's telling you.

The 71D says the car is a Ford Falcon Squire station wagon with front bucket seats, while the following M indicates it would be painted Corinthian White. The 85 corresponds with a crushed vinyl red interior.

Because of the 15E 23 know the car was built May 15, 1963, and we know someone in the Indianapolis district must have order it because the 34 says so.

The next 5 denotes a four-speed manual transmission, and the final 5 dictates a 3.50-to-1 rear axle ratio.

The next four letters and numbers tell us the car is a 1963 model that was manufactured in the Lorain, Ohio plant. Next comes the serial number followed by U, indicating the car left the factory powered by a 170-cubic-inch, six-cylinder engine.

A running total of Falcons built that year is kept by the final set of numbers, in this case it was 217,366.

Nancy Selden wasn't aware of what the numbers meant when she bought her 1963 Ford Falcon Squire station wagon in the spring of 1988. It just spoke to her. "It was a good original," she said.

"It's the first car I bought by myself," she explains. All her other cars were selected by either her parents or her husband.

Even though the Falcon was 25 years old at the time, Selden drove it as her main car for quite awhile until it was damaged when rear-ended in 1991.

"It's an interesting car," Selden says. Even damaged she couldn't bring herself to part with the Falcon, so into the garage it went, where it languished until 1998.

At the urging of a persistent neighbor, who kept encouraging her, Nancy eventually

considered bringing her Falcon back to life. Inside the small garage there was no room for access to the engine; therefore, the car had to be moved. Unfortunately, all four tires were flat.

With the assistance of another supportive neighbor—this one with a muscular Ford Expedition—the reluctant Falcon was pulled from the garage.

None of the wheels turned at all until new bearings and grease were applied. In the light of day, Selden was attracted to the bedraggled Falcon the second time as much as she was the first time she saw it. "I still like the lines of it," she said.

She had the car towed to a neighborhood shop where it underwent necessary repairs. During that time both bumpers were sent off to be re-chromed, along with the Falcon Squire script on each side and the spears atop each front fender.

Much of the car's charm lies in the unusual combination of the sporty bucket seats and four

speed floor shifter in a practical station wagon body. The headliner is white but everything from there on down is red: the dashboard, steering wheel, door panels, seats console and carpet.

A spring-loaded release on the gearshift lever must be lifted before the reverse gear can be engaged. In a cursory nod to safety the Falcon has a three-spoke dished steering wheel, padded dashboard and padded sun visors.

Six stainless steel ribs on the roof protect the paint when the roof rack is being used. The wagon end of the Falcon

is made more attractive by the fact that the rear side windows curve around the rear corners of the car to the edge of the tailgate. A pair of backup lights is on the tailgate itself.

The tailgate window is manually operated by a chrome-plated window crank on the outside of the tailgate. With the tailgate open, the spare tire is accessible behind a panel on the right side of the car.

"It's an around-town car," Selden says. She often uses it in her graphic design business. Most of her hauling, however involves her dog or gardening supplies.

A metal rod stretching across the back of the rear seat can be swiveled over when folding the seat down. The rod then becomes a support to make the cargo floor level.

In hot weather, Nancy is grateful for front wing vents that direct fresh air into the cabin. More air can be drawn in through the two underdash vents.

As for the speedometer that indicates it is ready to record speeds up to 100 mph, Selden says with a smile, "I don't believe that for a minute."

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BI-PASS THE HEADLIGHT FUSE BLOCK (1960–64)

BY DICK HARRINGTON

If you own a 1960-64 Falcon and have ever had to replace a fuse you may be interested in bi-passing the fuse block on the headlight switch. Other than the difficulty in accessing the light switch, the ignition switch and the new mounting location, this is not a difficult task.

Parts Required:

- Buss ATC Fuse Panel
- Assortment of ATC Fuses
- 15 amp ATC inline fuse holder
- Assortment of wire
- Assortment of terminals
- Heat shrink tubing

Recommended Tools:

- Soldering gun
- Terminal crimper

INSTRUCTIONS

Removal of the light switch

1. Disconnect the battery.
2. Remove the instrument cluster first, it will make it easier to remove the light switch. As you remove the cluster make a diagram of where each wire connector and bulb holder belongs. Make note of wire colors as an assist



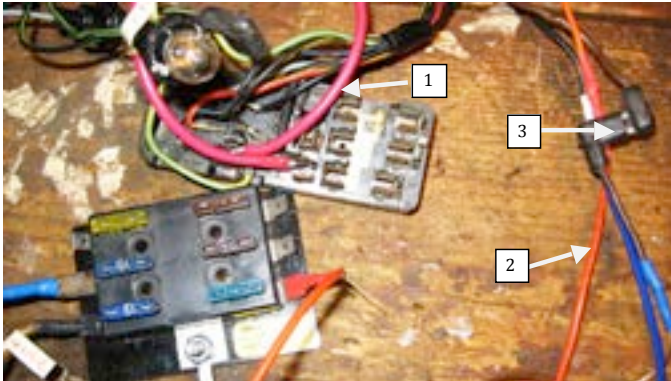
The arrow points to the release button that must be depressed to remove the light switch knob.

for re-installation. The speedometer cable will also need to be unscrewed.

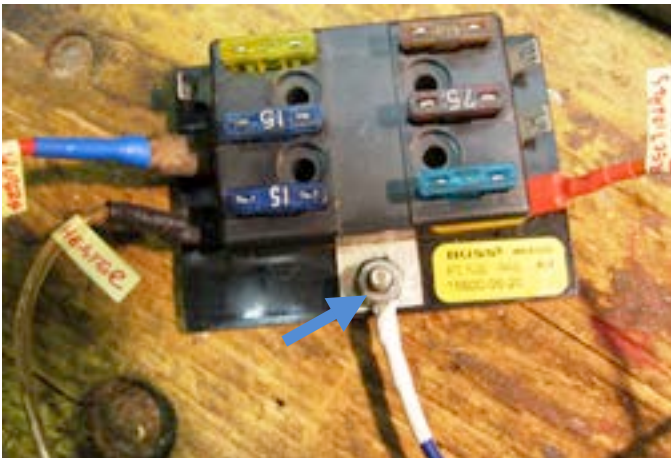
3. Remove the light switch by first removing the knob, this is done by depressing the release button on the bottom of the light switch. The release button is located under the dash on the side of the light switch (a real pain to find by Braille).
4. Unscrew the light switch bezel retaining nut. There is a special tool for its removal, but I have success removing it with the tips of needle nose pliers.
5. Pull the light switch away from the dash and down. There are two clips that hold the fuse panel to the light switch, pry them off and carefully separate the fuse panel from the switch.

Light Switch Fuse Panel Modification

1. Remove all the fuses.
2. Carefully remove (or cut) the Black-Green wire from the fuse block. This is the wire that supplies power to all the accessories. The Black-Green wire will need to have an extension wire added and a ring terminal placed on the other end. This wire is what will supply power to your new fuse block.
3. All the lights are protected by the fuse marked "PRK-REAR-DOME". You could leave this fuse as is, but to make fuse replacement easier now is a good time to replace it with a 15 amp spade fuse. Solder each end of a 15 amp inline fuse holder to each terminal of the original glass fuse holder. When you reinstall the light switch, position the inline fuse holder below the light switch (easy reach).



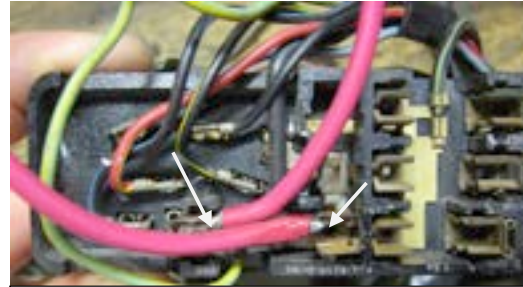
This is the easy way to do it, wiring harness removed and on the bench. You can see the old and the new fuse blocks. Arrow 1 points to the ATC inline fuse holder, arrow 2 is the directional signal wire, and arrow 3 is the heater wire.



Close up of the new fuse block. The arrow points to the power feed connection. This is the Black-Green wire that was removed from the accessory section of the original fuse block.

Tips:

- Take out the front seat, it will make life easier.
- On my Ranchero I added a similar fuse block above the passenger side kick panel for non-switched accessories (always on). I ran the power supply to the fuse block from the solenoid using a 20 amp fuse inline fuse holder at the battery side of the solenoid.



Close up of the in-line fuse holder soldered to the original fuse block.

Note: I moved the wiper motor (Orange-White) from the "A" terminal on the ignition switch to the new fuse block. The wiper motor is protected by a circuit breaker either in the wiring harness or the switch (year dependent). Of course if you still have vacuum wipers this does not apply.

The New ATC Fuse Block.

1. Mount the ATC fuse block above the driver's side kick panel. A couple of sheet metal screws will hold it in place (it may be near impossible to drill holes with the driver's side foot vent in place, I removed mine).
2. The Black-Green wire from the original light switch attaches to the power supply lug.
3. The Orange-Yellow wire (Directional Signals) will attach to one of the spades, use a 15 amp fuse (blue). The original fuse was 14 amps, but 14 amp ATC fuses are not available. You may need to add an extension wire to reach.
4. Attach the Brown wire (Heater), use a 15 amp fuse.
5. Attach the radio, 7.5 amp fuse.
6. Add any new accessories you may have.
7. Re-connect the battery and cross your fingers, hopefully you will not release any smoke.



New fuse panel is installed above the driver's side kick panel.

AN INTERVIEW WITH JOHNNY FALCON

BY KENN SICKLE



THIS ARTICLE RAN IN MARCH 2021, SADLY THE SAME MONTH THE AUTHOR, KENN SICKLE PASSED AWAY.

AS A TRIBUTE TO HIS CONTRIBUTIONS TO OUR MAGAZINE, WE ARE RUNNING HIS ARTICLE IN THIS MONTH'S PRINT VERSION.

KENN AND HIS "JOHNNY FALCON" WILL BE MISSED.

Johnny Falcon—a 1965 Falcon Sprint—has graced the pages of **The Falcon News** twice before: “The Known Biography of Johnny Falcon” in 2018 and “Nice Day for a Twilight Turquoise and White Wedding,” in March 2020. Since then the COVID-19 pandemic has created what has been called the “new normal” greatly curtailing everyone’s outlook and social life, including Johnny Falcon’s. We thought it appropriate, then, to get Johnny’s perspective on life during a pandemic and his unique perspective of life during his 55 years.

TFN: Good afternoon, Johnny, if I may call you that. And thanks for taking the time to speak with us.

JF: Yes, you may. Let me turn down my radio for the interview. (‘65 Love Affair an oldie by Paul Davis is switched off leaving only a low burble of an idle to fill the fall air.)

TFN: We have all had to make adjustments in today’s world. People live in fear and apprehension having to wear masks and practice social distancing. How has the pandemic affected you, Johnny?

JF: Well, I’m on the fence here. I can get behind social distancing. Let me explain. Once at a local car cruise, some inconsiderate GM product parked closer than it should have and I was frankly nervous. Paint jobs are expensive, you know. Social distancing, please! My observation would be, is six feet ENOUGH? On the other hand, I’d never wear a grille-covering. It just does not fit my image to wear a bra; I am not Jane Falcon, after all!

TFN: Were you coming to the Nationals at Dayton? Coming next year to Dallas?

JF: Yes, I was. My owner had reservations and I had plans to drive a bit faster than usual to

Kenn Sickle (FCA #12674)
St. Clairsville, Ohio
1952–2021

Pastor Kenneth H. "Kenn" Sickle passed from this life into eternal life on Tuesday, March 30, 2021, at the age of 68. He was born on November 10, 1952, an only child, in Mount Pleasant, Ohio.

Kenn is survived by his beloved wife of 36 years, Cheryl, daughter Mallory, sons Larry and Adam (Rose), four grandchildren, many friends, former colleagues, relatives and his beloved Falcon.

He was at the time serving as pastor of the First Presbyterian Church of St. Clairsville. He graduated from Mount Pleasant High in 1971 and was the first in his family to graduate from college with a B.S. in Journalism from Ohio University.

Kenn retired from a career in newspaper advertising, sports writing and publishing with Ogden Newspapers, and in television advertising with local television stations.

He had many hobbies and interests, including following sports statistics, growing an annual vegetable garden, geocaching, golfing, being a classic rock music connoisseur, attending local car shows with his 1965 Ford Falcon Sprint, "Johnny Falcon," attentive kitty owner, and Green Bay Packer and Cincinnati Reds fanatic.

get one of those parking spaces in the shade. Next year? Dunno. You see, as a Falcon, I am not a Cowboys fan. Atlanta would be a better place for me.

TFN: In your 55 years, you've seen many social crises.

JF: You are so very right! I've lived through Viet Nam and gas rationing and 9/11 and the rust epidemic of the 70s. Man, I have to admit, rust crept into my life and it's a painful thing when it hits. The nearest a human could relate is cancer— that's what rust is for us collectible cars. The gas shortage was scary, too. Thirst is a powerful thing.

TFN: What is your take on today's cars?

JF: Everything today either looks like an egg or a brick. Style? A whole generation has come that cannot tell a Chevy Malibu from a Hyundai.

Look, when I came into the world, I was Ford's least expensive car—a compact, an economy car, they called us. And now the people who come to car cruises look at me and say "ooh, nice lines" or "it looks like it's moving sitting still." Why? Because stylists today have lost their aesthetic!

And cars have lost personality. My owner parked me at Walmart the other day and there I was grille to grille with a Korean-Japanese something-mobile. Let me tell you, the conversation was bland, inane: "How many cupholders do I have, indeed!" I couldn't wait for my owner to fire me up and let that wall-flower hear my rumble!

TFN: So, you're saying all the old designs and ways are better?

JF: I wouldn't go that far. I have evolved with time: I have disc brakes up front now and I can

run on unleaded fuel but my radio is always set to classic rock. But we all grow up, right? I went through the stages: white letter tires and peel-outs and trick wheels and speeding tickets to be where I am. Now, I'm mature and appreciate the finer things in life.

TFN: Such as...

JF: I love the feel of fresh smooth asphalt under my tires on a winding two-lane road in the spring; the crisp fall air in my intake manifold on sprints by the lake; and the smell of premium gas as it channels through the veins of my fuel system. And of course, the sublime moment on cool days after a cruise safe in my warm garage.

TFN: How did you handle the introduction of the Mustang and all its ballyhoo and fame?

JF: Well there's maturity in action again. (Lee) Iacocca wanders into one of OUR parts bins one day and takes this and that to make the Mustang. I'm like, 'Hey, Lee, work with us. We got the parts to make Falcons rock! We're willing to go down that road!'

So, yes, I was bitter; I was young and felt used by that man!

But now, I'm proud of my pony car brother; he's accomplished a lot. But the Falcon's legacy is different—not just performance. It's dependability and endurance and staying power: I have brothers and sisters in Argentina and Australia! Falcons have spawned not just the Mustang but also the Cougar, Maverick, Comet, Granada, Monarch even the Lincoln Versailles can trace its heritage to a Falcon. Even the Ford Tempo four-cylinder was a Falcon engine with two cylinders lopped off! The Falcon Club has about 14,000 members!

TFN: Were you bitter when the Falcon name was phased out and they introduced the Maverick in your place?

JF: Oh, man, yeah! (engine revs and mufflers cackle a bit in response). I mean look, we did everything corporate asked of us Falcons! Be a nice economy car. OK, we did that. Let's dress you up and add a V-8, well, I'm proof of that. How about a wagon model? Check. Trucks and vans, we were willing. I mean, we're versatile and so we thought we're in this for the long haul. Then comes the memo: phased out for the 2-door Maverick. Advertising ballyhooed it as a return to the original basic Falcon concept. It was the suits at Ford that asked us to do all those things and then suddenly: let's get back to simplicity, they say. Man, that was rough!

TFN: So, you don't get the respect you deserve?

JF: But that's changing. I got a thumbs up the other day from a new Mustang Cobra waiting at a stop sign as I rumbled by. That means a lot. And people come stare at me during fill-ups at the gas station and almost all of them will say, "My dad/brother/uncle/grandfather/neighbor/barber had one just like it." Or "I had a Falcon and wish I still had it."

TFN: Thanks, Johnny, for taking your time to speak with us, we hope to see you again soon.

JF: My pleasure. Give my regards to all the Falcon brothers and sisters you see. And by the way, you dropped your ink pen under my driver's side radial.

TFN: Thanks.

JF: No sweat, man.

—Kenn Sickie (FCA #12674)
St. Clairsville, Ohio



BLAST FROM THE PAST

JULY 2010
31ST NATIONAL MEET
DEARBORN, MICHIGAN

PHOTOS BY PHIL WARREN



STYLING THE 1960 FALCON EXTERIOR

One of the biggest challenges a automobile designer has is to match the design to the desires of the buying public. The 1960 Ford Falcon exterior is what would ultimately attract the buying public.

Two men were instrumental in the exterior design of the Falcon—George W. Walker and Eugene Bordinat, Jr.

George W. Walker joined Ford in the 1950s and became corporate vice-president of Ford Motor Company for design in 1955. Walker's career also included industrial design for clocks, bread boxes, chemistry sets, bicycles, and roller skates, among other products. Walker developed the standard for key Ford Motor Company Products for the 1950s and '60s. Beginning with the enormous success of the 1949 Ford, George became the catalyst for the iconic appearance of Ford, Mercury and Lincoln models, elevating Henry's company to one of the all-around best-selling automotive operations in the world.

Several design ideas for the new Ford compact car were explored, seeing the creation of early design studies such as the L'avion and Astrion concept cars. A two-seat Thunderbird-like vehicle was even created with photos "leaked" out to throw the competition off balance. In total, more than 20 proposals were presented for the Falcon project. Some of the ideas eventually made their



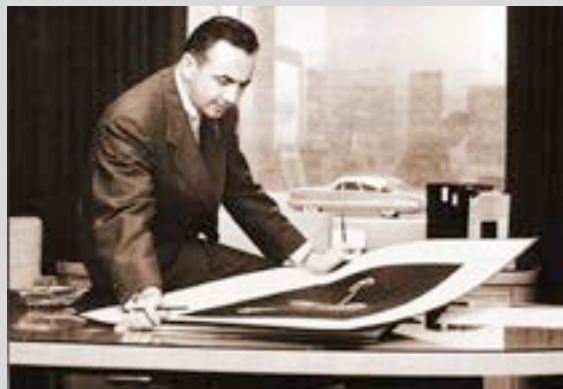
way to their Ford products.

Eugene Bordinat's job was to keep the car simple and under budget—two of Ford executive Robert McNamara's favorite themes.

Many of the proposals strayed from the original theme of simple

and basic. However, Bordinat was able to successfully translate McNamara's wishes and come up with a very attractive presentation. The front featured two single headlamps mounted inside a wide, soft-edged surround filled in with a stamped aluminum grille.

Quad-headlight arrangements had been suggested for the Falcon, but early presentations gave the car an uneven look. The two-light front end gave a cleaner appearance and was also a cost-cutting move. Another feature that saved money and weight was a hood support rod attached to the radiator support instead of spring-equipped hinges.



When Eugene Bordinat, a native of Toledo, Ohio, retired from Ford Motor Company in 1980, he was their longest-tenured chief stylist.

The concave grille with horizontal parking lights is a recognizable feature that distinguishes the 1960 Falcon from later models. Falcon's rear view featured a pair of large round taillights, a recognized Ford design theme. Falcon's side view was simple, featuring an indented cove that started on the front fender and ran the length of the car, trailing off to accentuate the shape of the taillight tunnels.

Doors and panels were relatively thin, and ornamentation was also kept to a minimum; stainless steel trim around the windshield and rear glass, chrome block letters spelled out "Ford" on the hood, and a series of script on the front fenders behind the wheel well and again on the back panel.

Eight standard exterior colors were used, all of them shared with the big Fords—Belmont Blue, Sky Mist Blue, Monte Carlo Red, Sultana Turquoise, Corinthian White, Meadowvale Green, Adriatic Green, and Platinum. Optional two-tone choices were limited to contrasting roof/body patterns.

Falcon wagons were really quite advanced in their design. While full-size Ford wagons still used a two-piece tailgate, Falcon haulers featured a rear window that could be retracted into the tailgate. For those who had a few extra dollars to spend, this could be power-operated. Offering up to 76.2 cubic feet of space, the wagon had plenty of cargo room for most family loads. With a little bit of jockeying and the tailgate left down, a four-by-eight sheet of plywood could be loaded into the car.

Late in his career, in a profound break with established practices, Bordinat empowered a styling team to experiment with small platforms. The first of these was the original Mustang—not the Falcon-derived production car, but instead the mid-engine open roadster that resembled the

1960



GT40. Bordinat is also credited with supervising the creation of a tiny 1963

sedan that became the prototype for the original Fiesta. He was an enthusiast of wire wheels and stand up grilles school of design, as reflected in a Lincoln Continental Mark III and a number of other cars he styled. He retired from Ford in 1980. Other designs during Bordinat's tenure included the Mustang and the Pinto. One of his stylish concept cars bears his name, the "Bordinat Cobra."

Eugene Bordinat died in August, 1987 of a heart attack. Among the many comments from his former associates in his Automotive News obituary, was the following: "Friends and associates say Mr. Bordinat's most valuable contribution to Ford was bringing the design department into its own by wresting design leadership away from engineers and outside consultants."



Around 1957, is George W. Walker, VP and Director of Ford Styling at the time, with "L'Avion", the first design study for what would eventually become the Falcon. By the time the Falcon hit the showrooms in late 1959, it obviously looked nothing like this prototype.

Did you know?

THE CAR RADIO

Seems like cars have always had radios, but they didn't.

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset.



William Lear



Elmer Wavering

It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering

liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running. One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install

a radio in the banker's Packard. Good idea, but it didn't work. Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked. He got enough orders to put the radio into production.

WHAT'S IN A NAME?

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names—Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)



Motorola founder Paul V. Galvin using a Motorola car radiotelephone, 1946.

In 1930, it took two men several days to put in a car radio. The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression. Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores.

By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company

would be officially changed from Galvin Manufacturing to "Motorola" in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio—The Handy-Talkie—for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

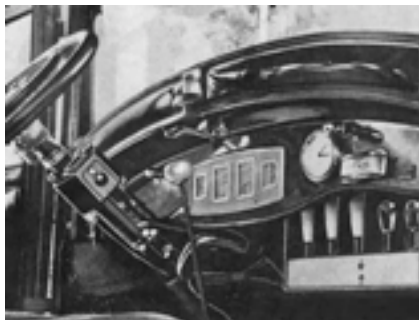
Whatever happened to the two men who installed the first radio in Paul Galvin's car? Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning. Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. Not bad for a guy who dropped out of school after the eighth grade. Sometimes it is fun to find out how some of the many things that we take for granted actually came into being!

—Steve Seiler

Thanks, Eddie Chitwood for submitting this information.



Motorola Model 5T71, the first car radio



An early installed car radio

NEW OLD TECH

ANNULAR FLOW VENTURI DISCHARGE BOOSTERS

BY JIM DIZEREGA

ORIGINALLY PRINTED IN MILE-HI CHAPTER'S FALCON TRANSMISSION
MARCH — APRIL 2021



I believe Edelbrock's rule of thumb is that their carburetors should be calibrated 2% leaner for every 1,500 feet of altitude above sea level. The AVS2 can be calibrated like the Performer carbs by changing its metering rods or by changing both jets and metering rods. A calibration reference chart is available on Edelbrock's website that allows you to determine changes that need to be made because of altitude. I changed the metering rods, adjusted the idle mixture screws and idle speed and was good to go. The engine runs great.

Why does the carburetor perform so well? It is because of the annular boosters located

in each of the primary Venturis. There are multiple discharge holes in each booster instead of a single hole. This causes better fuel atomization because of the extra holes and because the annular design creates more vacuum. Greater vacuum helps draw in more fuel efficiently. The annular boosters are not present in the secondaries because they are not needed at that point in the fuel cycle.

Why do I specify "old tech" in the title above? Ford patented annular discharge technology in 1957. It was found in the Autolite 4100 that was first used on 312 cubic inch Y-block V-8 engines that year. Thereafter, the 4100 was used on many of Ford's V-8s until being



phased out in 1969. There was a special 4100 used on Ford's high performance 289 cubic inch engines that were installed in the Fairlane, Meteor, Comet, Mustang, and Shelby Hertz. The 4100 has been reported to outperform the 715 cfm Holley found on the Shelby GT 350. It also has been reported to have made cars run faster, get better fuel economy, and generate more horsepower. Pretty impressive. Autolite 4300 and 4350 carburetors were developed after the 4100 because of emissions concerns and were used in Ford products until 1978. These models also utilized the annular discharge technology. Holley used Ford's technology for years and eventually bought the design from Ford.

In my opinion, if you don't have an Autolite 4100 available and want a performance carb for your Falcon, Edelbrock's AVS2 would be an ideal choice. If you are "old school," there is always fuel injection. I believe the Bosch fuel injection was on some 1950s VWs.

—Jim diZerega (FCA #3520)
Ft. Collins, Colorado

BLAST FROM THE PAST

2011 HEARTLAND REGIONAL
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PHOTO CREDIT PHIL WARREN



CLASSIFIEDS

FALCONS FOR SALE

1964 Falcon convertible. 1960 V-8, two-speed automatic. Has been restored, body/paint are excellent, fun daily driver! Spent \$24K in restoration. Selling for \$21,995 OBO. Keith, 406-439-0439 (Montana), or keith@amtagc.org for photos and more information, or view Helena Craigslist. MT. 210624

1964 Ford Falcon Sprint convertible. This car is all original and in excellent condition. It is an automatic with 260 engine. It is red with a black convertible top (in very good condition). Recently put in new heater core, front shocks, new carpet, etc. Has 02200 miles. Kept in garage for the 25 years I've had it. I live in Maryland. Contact Norman at 410-596-1116 or norman147@comcast.net. No text. Asking \$17,000. MD. 210602



1963 Ford Falcon Futura Sprint convertible, 289 automatic. Factory wire hubcaps now on car.

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PARTS FOR SALE

Very nice grille for Mercury Caliente and very nice tailgate for Mercury Comet station wagon with 4½ inch extra wide chrome with COMET letters on it. From small to large, I have a wide variety of parts for 1960-65 Falcons including hoods, fenders,

chrome, door hinges and more. Bob, 806-683-3550. TX. 210799

Parting '60-'65 Falcons. 13 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143 WA. Thanx for driving a Falcon!! 210618

1965 Ranchero with four-bbl V-8 and C4 auto trans. Has extensive body rust but comes with many patch panels and other parts for restoration. Can e-mail complete list of parts upon request.

This is a project car but does run well. Front windshield cracked but comes with a new windshield and gasket among other parts, \$5,900. Contact Steve at SteveWT324@aol.com. Long Beach, CA 210701



I recently acquired a 1960 four-door Falcon, I am in no position to finish the restoration of the vehicle, I have been searching on Google and I was very lucky to have found your site. I would like to make sure a buyer will genuinely want to finish the vehicle. Photo in online magazine, Jerry Marks, 385-722-0881, Jerryskram@gmail.com.

The following are from an original '64 Fairlane 260, good used condition: Autolite 2100 1.01 C4OF-AK carburetor, 1.01 Venturi, fully functional, 1.01=240 CFM, comes with OEM aluminum spacer block \$85. Four-blade radiator fan, C2OA-8600-B, 17½" diameter, standard

steel blades, center hub hole 5/8" diameter, straight, no heavy rust, no cracks, believed to be Ford PN C2OA-8600-B, comes with spacer, which appears to be aluminum and may be Ford part number C2OZ-8546-D, \$55. Items worked fine when pulled from vehicle; photos available; all uncleaned condition for full disclosure; buyer to verify applications and pays shipping; Thank you. Chris Parsons, indeoconfidimus@gmail.com, NJ. 210523

1964 Falcon Sprint Convertible parts: windshield trim, clean some pitting here and there, \$50; side trim was on car when blasted, might be able to be buffed out, \$200. Radio is untested, good for a core, \$25. Interior arm rests/door pulls, \$50 for pair. Rocker stainless trim, decent condition, \$100. Complete unmolested steel dash, windshield frame and wiper cowl; currently all together, but can cut up depending on needs, \$150. Complete convertible top mounting brackets, still attached to floor and wheel tubs. Complete section with partial frame rails, \$150. Trunk, dented with filler mostly removed, \$50. Shock towers clean, \$50 ea. Door hinges, \$20 ea. Convertible top Mechanism mounting brackets \$100 pair, Hood hinges, \$50. All prices are OBO. Please email for more details or photo requests. Located in the Chicagoland Area. Can meet or deliver parts for gas and mileage. If interested,

make an offer. Most parts are on Chicago Craigslist as well for photos. Large parts can possibly be brought to Texas for Nationals. Owen Bassett, futura65@comcast.net. 210715

1960-65 Falcon and Comet radios, good looking, tested and working, \$150-\$250 each. 1960-66 Falcon seatbelts, OEM and period aftermarket, many colors/condition levels; getting hard to find, \$60-\$300 per set. Four-lug 14" wheels, \$60 each, set of five, \$275. Four-lug 13" wheels \$25 each, or five for \$110. Five-lug 13" wheels, \$60 each or five for \$275. Five-lug 14" wheels \$65 each, set of five for \$280. 14" Falcon wire hubcaps (small spinners): #4 driver quality to #1 top condition, \$175-\$550 set of four. 14" wire hubcaps, (large spinners): #4 driver quality to #1 top condition \$175-\$550, set of four. 1960-67 Falcon station wagon tailgate cranks, driver quality to NOS, w/ keys, working, \$225-\$500 each. 1960-61 grilles: driver quality to NOS, \$75-\$350. Dagenham four-speed bellhousing/clutch fork, \$75; Complete working Dagenham four-speed w/shifter \$750. T-10 four-speed, complete and working, buildable, narrow pattern \$495, with complete shifter and trans. mount, \$695, with pedals, four-speed column, bellhousing, starter and clutch, \$1195. 1964 five-bolt C-4 complete w/starter, dust covers, torque converter and Falcon tailshaft housing; came for a 80K

mile car, \$495. NOS 1965 grille, headlight doors and emblem, \$1965. 1964-65 NOS remote control mirror w/matching NOS right side mirror, \$495. "Driver" Quality Grills: 1962, 1964-66, +1968-70, \$100-\$300 depending on condition. 1960-61 Comet dash clusters, nice condition, (2) to choose from, \$225 ea.; 1962-63 Comet gauge cluster, "driver" chrome \$150. 1966-'70 NOS cigarette lighter elements (4), \$60 each. 1966 Ranchero sheet metal: three sets of doors, ('66 Ranchero only), \$100-\$300 each, three tailgates, \$200-\$500 each, stick shift pedal assemblies. \$250, three '66 Ranchero only rear bumpers, OK driver quality to good cores, \$150-\$300, '66 Ranchero rear bumper brackets, \$125 a pair; cowl grill covers, \$75 ea.; '66 Ranchero bed trim, two complete sets, one drilled for bed cover/one stock, \$350-\$500. Lots of small parts for '66 Ranchero and 1970½ Falcon/Torino We have a 30+ year collection of Falcon and Comet parts; please call/ email with your needs. All prices are plus shipping. Call or email Lenny Kellogg at lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO. 210621

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Please see details for submitting an ad in the online magazine at falconclub.com.

Falcon Club of America is not responsible for errors.

THE IMP

FEBRUARY 1962
FORD TIMES



The Imp and Falcon Wagon are a pleasing combination.

It's a boat. It's a carrier. It's an Imp!

The trailer attached to the Falcon wagon above was called the Pak-Craft Imp. The boat unfolded and detached from the trailer to become a fast nine-foot pram which could handle outboard motors of from 7½ to 10 hp. It had a beam of 67 inches and weighed 130 pounds.

When the rig was being hauled, the space under the boat could be used as a waterproof luggage compartment. This sleeper-boat was made by the Carrier Craft Corp. of Newfield, New Jersey. When on its trailer, the Imp served as a weather-proof cargo carrier. The total weight, including trailer, was 246 pounds. The Imp was manufactured by the Pak-Craft Company Pasadena, California.

It's a luggage carrier.



It's a boat.



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